

CIMNE^R
30 years

Challenges on computational models for ship design and navigation: Ongoing projects at CIMNE MARINE

Julio García-Espinoso



The banner features a background image of a European city square with a large floral carpet. On the left is the ECOMAS logo. The top right corner contains the text 'European Community on Computational Methods in Applied Sciences Thematic Conference'. The center text reads 'Computation and Big Data in Transport' above the large 'CM3' logo. To the right of the logo is a graphic of a green four-leaf clover with a small airplane flying over it. The bottom left shows the date and location 'November 22-23, 2017, Brussels, Belgium', and the bottom right corner says 'Industry Interest Group Event'.

European Community on Computational Methods in Applied Sciences Thematic Conference

Computation and Big Data in Transport

CM3

November 22-23, 2017, Brussels, Belgium

Industry Interest Group Event

OUTLINE

- Some completed projects
- On-going projects

- Fibreship

- Nice-Ship

- **STM Validation**

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The banner features a background image of a historic European city square with a large floral carpet. On the left is the ECOMAS logo, which includes a stylized 'E' and the text 'COMAS'. The main text reads 'European Community on Computational Methods in Applied Sciences Thematic Conference' and 'Computation and Big Data in Transport'. Below this is the large text 'CM3' and the dates 'November 22-23, 2017, Brussels, Belgium'. On the right, there is a graphic of a green four-leaf clover with a small airplane flying over it, and a small image of a train. At the bottom right, it says 'Industry Interest Group Event'.

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Computation and Big Data in Transport

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CIMNE MARINE

SOME COMPLETED PROJECTS

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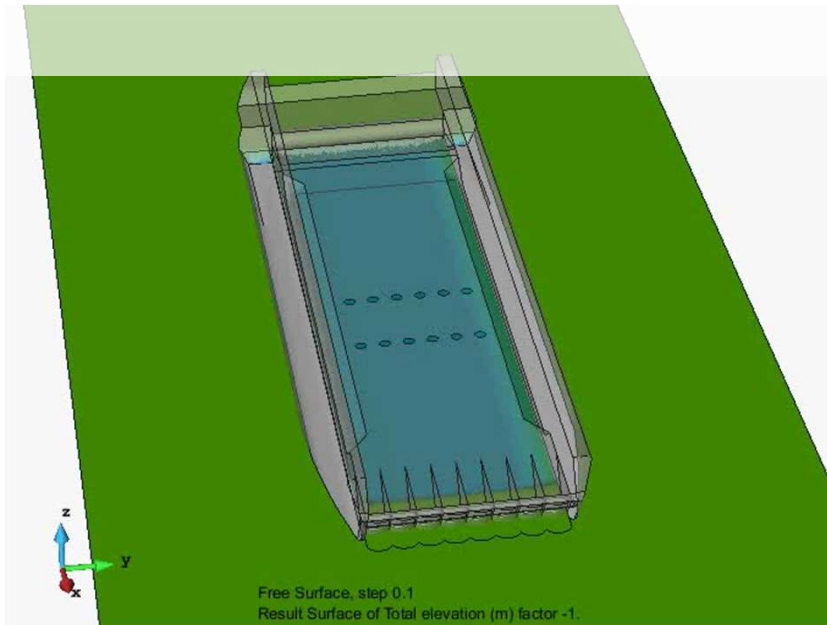
The banner features a collage of Brussels cityscapes, including the Atomium and the Grand Place. A green clover is positioned in the center, with icons of a car, a train, and an airplane on its leaves. The ECOMAS logo is visible on the left.

CIMNE MARINE: SOME COMPLETED PROJECTS

Evaluating performance of the air cushion and seals of a SES T-Craft in waves (M-SES). 2009-2012. ONR Global.



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Advanced numerical simulation and performance evaluation of wave adaptive modular vessels in spray generating conditions (WAM-V). 2012-2014. ONR Global.

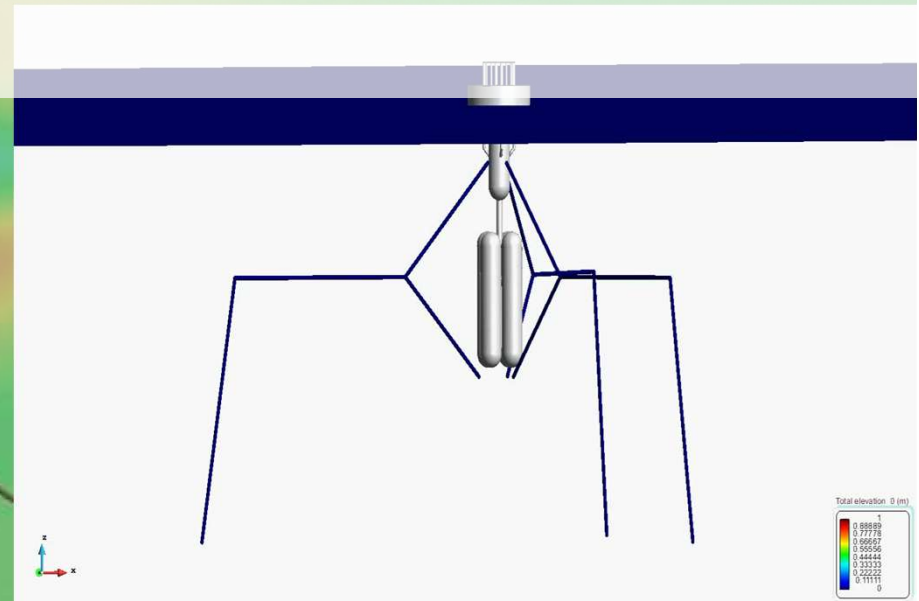
CIMNE MARINE: SOME COMPLETED PROJECTS

Development of a software environment for design and verification of marine wind turbines. 2010-2012. Iberdrola.

Design and assessment of wave energy harnessing devices. 2012-2015.

Abengoa

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CIMNE MARINE: SOME COMPLETED PROJECTS



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Actualizar Nueva entrada Modificar entrada

Vehicle request
I'm a descriptive text.

Freight number:

Vehicle request
Owner:
Trader:

Text:
De:
A:
Fecha:
Time:

Vehicle assigned
idContainer:
Ship:
Source port:
Destination port:

status
Estado:

Close vehicle assignation
handler_response:

New Vehicle

id	creation_user	modification_user	Freight number	Owner	Trader	Texto	De	A	Fecha
1			M0001	Freight owner 1 contren		Zaragoza	Istanbul	2013-05-14	T
2			M0002	Freight owner 1 multi	Bilbao	Istanbul	2013-05-14	T	
3			M0003	Freight owner 1 multi	Bilbao	Istanbul	2013-05-14	T	



Vehicle request

Freight number: 10083722

Vehicle request

Owner:
Trader:
Text:
From:
To:
Date: 2013-05-21
Time: 11:02

Vehicle assigned

idContainer:
Ship:
Source port:
Destination port:

Completed

Accept

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ON-GOING PROJECTS

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NICE-SHIP



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CIMNE MARINE: NICE-SHIP PROJECT



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- Until now, exploitation of the vast stores resources in the far north has largely been confined to the land. But current retreating of sea ice is enabling an expansion northwards of commercial fisheries and, in time, it will facilitate the exploitation of the mineral and hydrocarbon resources in the Arctic Circle.
- De-icing of the existing ice masses in the far north region allows Arctic trade routes to remain open for longer periods of time. Sailing by northern routes could reduce by 20-30% the journey times and with similar savings in fuel consumption and greenhouse gas emissions.
- While nobody disputes today that the exploitation of those opportunities must be properly managed in order to preserve the delicate Arctic environment, it is undeniable that reality of today is that commercial activity and economic development in the Arctic is increasing rapidly.

CIMNE MARINE: NICE-SHIP PROJECT

SCIPEDIA

- The potential development of the Arctic and Antarctic regions evidence the need for new procedures for estimating the forces that ice exerts on ice-breakers, polar ships and marine structures, and in general, the need for having advanced computational tools able to help naval architects to design the new generation of vessels to operate in polar regions.
- The NICE-SHIP (2016 - 2019) project aims to developing a new generation of computational methods, based on the integration of innovative semi-Lagrangian particle-based and discrete element models for the analysis of the operation of a vessel in an iced sea.

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Scenario 1: Icebreaking performance in level ice



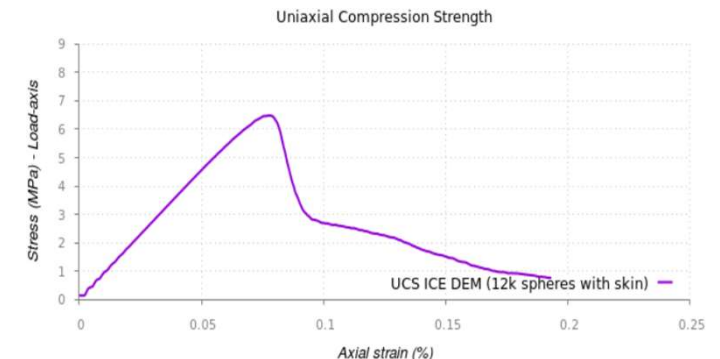
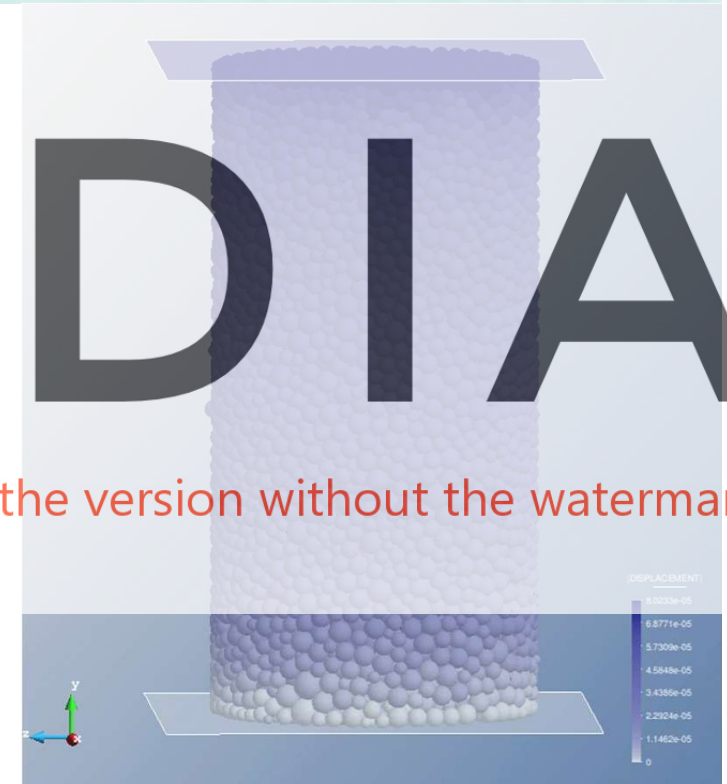
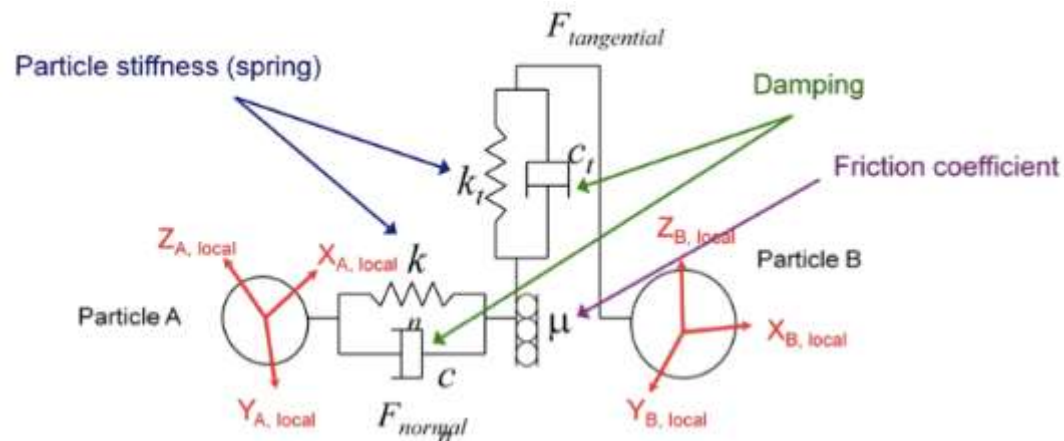
Scenario 2: Navigation of ships in brash ice (and broken ice)

CIMNE MARINE: NICE-SHIP PROJECT MODELLING ICE MECHANICS

Discrete Element Method

- Material represented by a collection of spherical (ellipsoidal) particles (not micro, usually cms).
- Rigid particles, soft contacts.
- Adequate contact laws yield desired macroscopic material behaviour (local contact problem).
- Contact surfaces (for forces integration) based on weighted Voronoi diagram.
- Contact interaction takes into account friction, cohesion, and the possibility of breakage of cohesive bonds.
- Dynamics based on standard equations of motion.

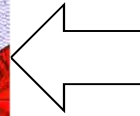
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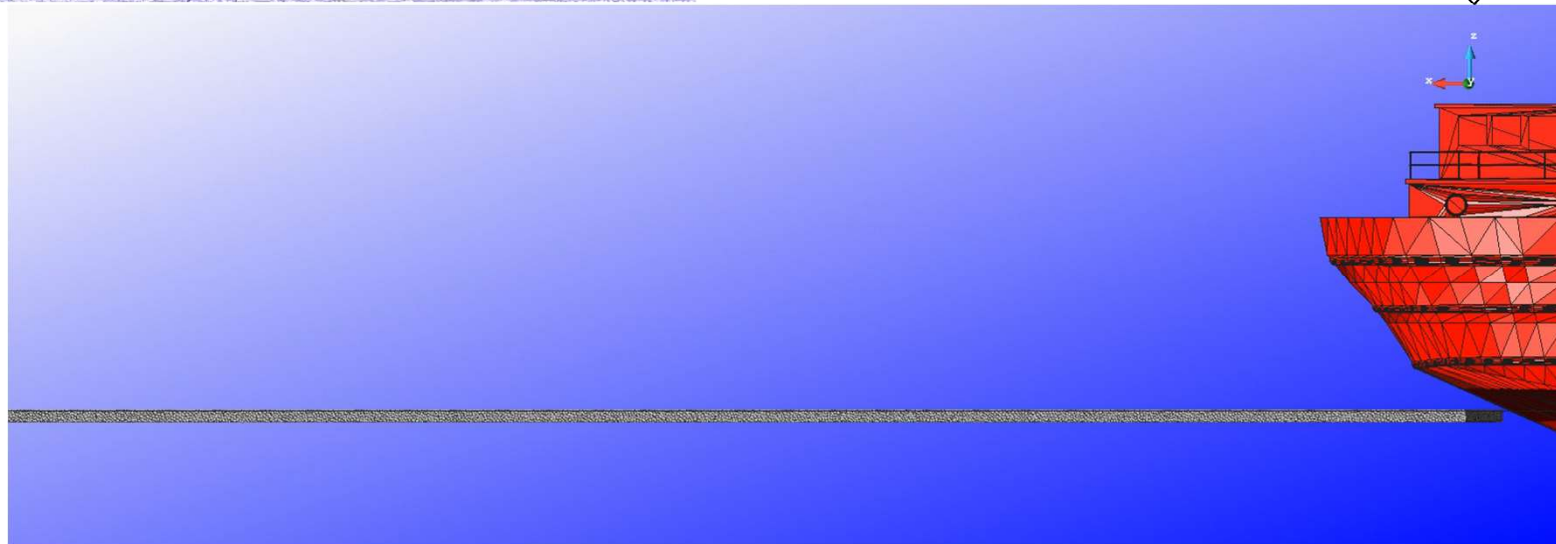
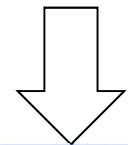
CIMNE MARINE: NICE-SHIP PROJECT SCENARIO 1 (PRELIMINARY TESTS)



Soft ice. 1 meter thick. 1 element in thickness.



Hard ice. 1 meter thick. 6 elements in thickness.



CIMNE MARINE: NICE-SHIP PROJECT

SEMILAGRANGIAN MODEL FOR INCOMPRESSIBLE NAVIER-STOKES

Lagrangian governing equations: $d_t U_\lambda = A_\lambda \quad d_t X_\lambda = U_\lambda$

Integration along trajectory: $\frac{U_\lambda(X_\lambda^{n+1}) - U_\lambda(X_\lambda^n)}{\Delta t} = A_\lambda(X_\lambda^{n+1})$

Lagrangian splitting:
$$\begin{cases} \frac{U_\lambda^*(X_\lambda^{n+1}) - U_\lambda(X_\lambda^n)}{\Delta t} = 0 \rightarrow U_\lambda^*(X_\lambda^{n+1}) = U_\lambda(X_\lambda^n) \\ \frac{U_\lambda(X_\lambda^{n+1}) - U_\lambda^*(X_\lambda^{n+1})}{\Delta t} = A_\lambda(X_\lambda^{n+1}) \end{cases}$$

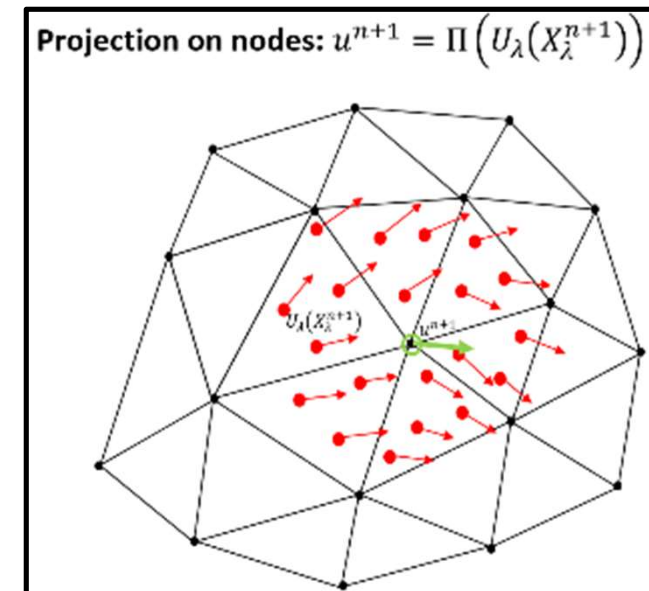
Projection onto background FE mesh:

$$\frac{\Pi(U_\lambda(X_\lambda^{n+1})) - \Pi(U_\lambda^*(X_\lambda^{n+1}))}{\Delta t} = \Pi(A_\lambda(X_\lambda^{n+1}))$$

$$u^{n+1} = \Pi(U_\lambda(X_\lambda^{n+1}))$$

Lagrangian \rightarrow Eulerian

$$\frac{u^{n+1} - u^*}{\Delta t} = a^{n+1} = -\frac{1}{\rho} \nabla P^{n+1} + \nu \Delta u^{n+1}$$



CIMNE MARINE: NICE-SHIP PROJECT

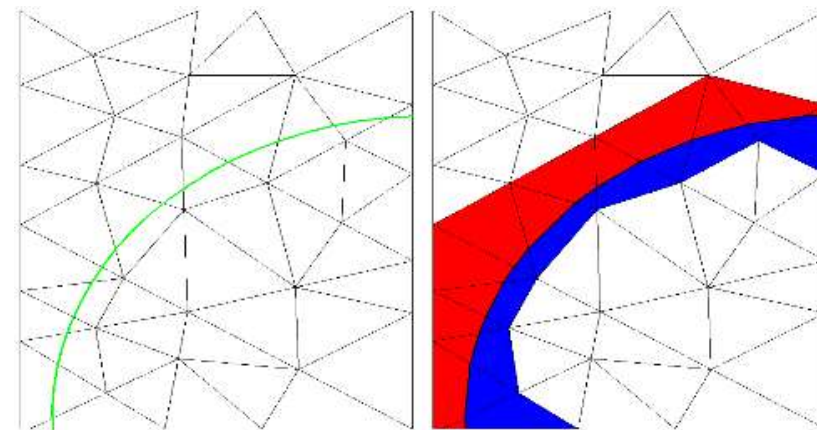
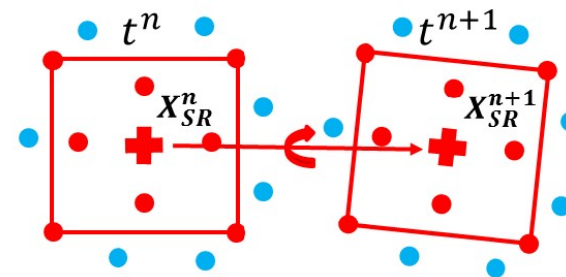
A SEMI-LAGRANGIAN METHOD FOR SOLID TRANSPORT IN FLUIDS

Step 1. The movement of the ice block can then be calculated explicitly using pressure and fluid stresses acting on the boundary in the Lagrangian transport step. Fluid particles trajectories and velocities are imposed using the ice block information.

$$\mathbf{F}_e = \int_{\Gamma} (p \cdot \mathbf{n}) d\Gamma + \int_{\Gamma} (\mathbf{n} \cdot \boldsymbol{\tau}) d\Gamma$$

Step 2. Once the translation and rotation of the ice block is evaluated, the interface of the solid mesh with the fluid mesh can be calculated.

Step 3. Then, the FE space can be enriched, by creating new DOFs on each of the interface elements for the pressure field (the original shape functions are split in two independent functions across the interface) and then statically condensing the new unknowns.



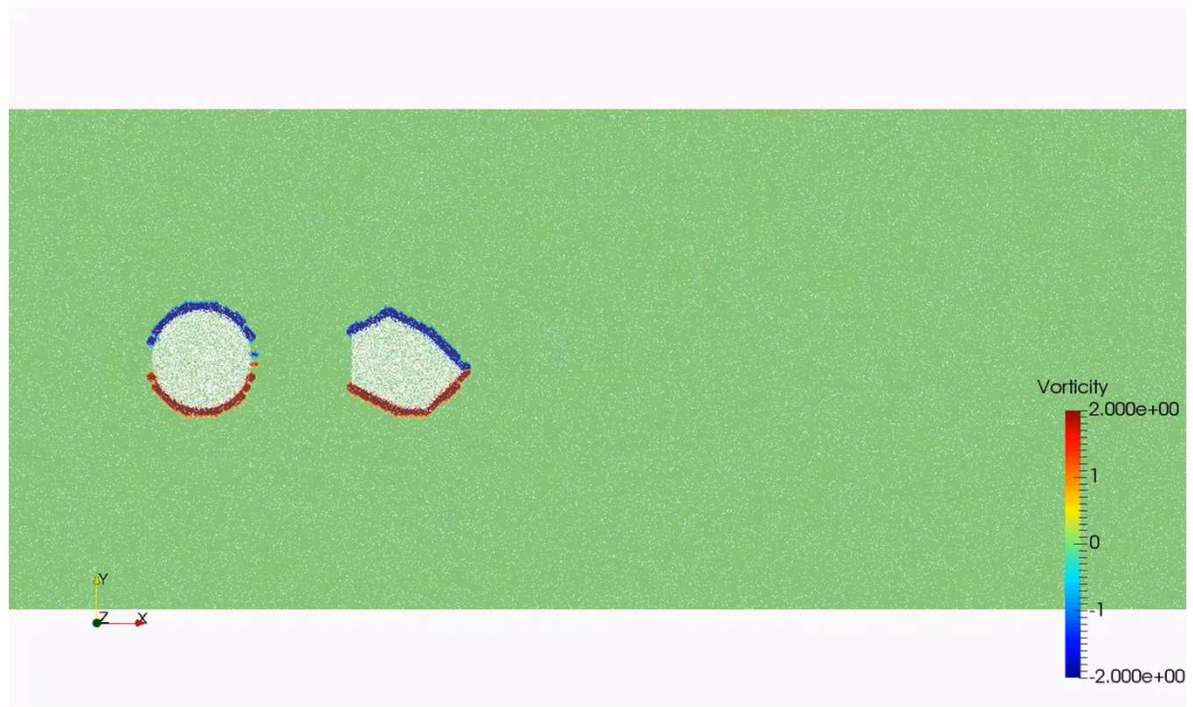
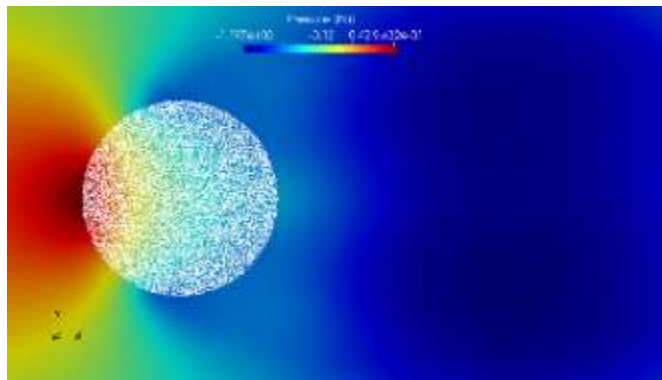
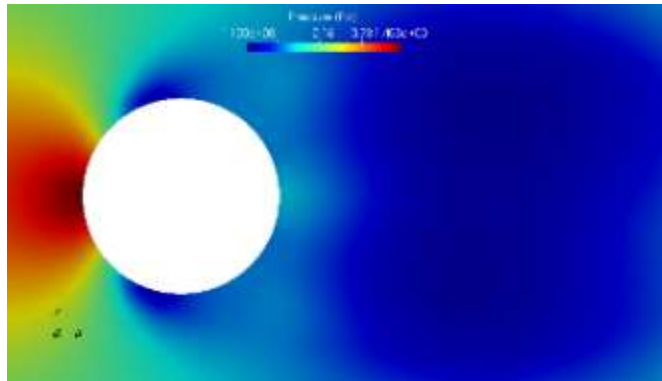
(left) Ice block interface over the mesh, (right) resulting enriched finite elements at the interface of the ice block

CIMNE MARINE: NICE-SHIP PROJECT

A SEMI-LAGRANGIAN METHOD FOR SOLID TRANSPORT IN FLUIDS

Proofs of concept

- 2D flow around a circular cylinder.
- Transport of two solid blocks within an uniform flow.

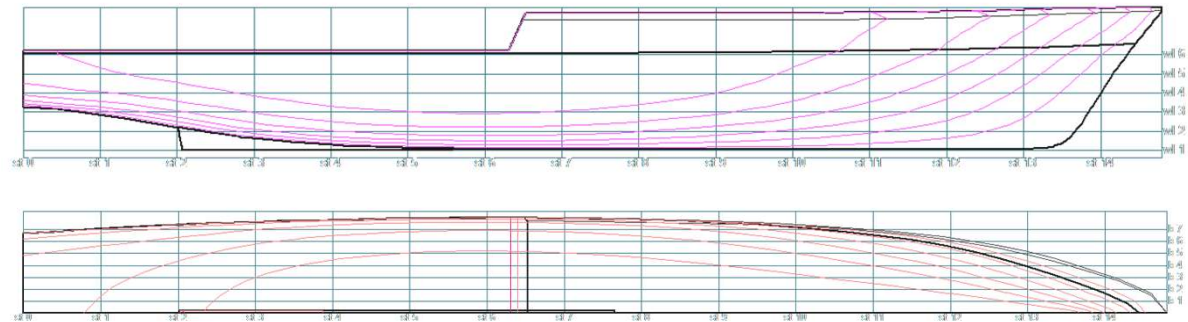


CIMNE MARINE: NICE-SHIP PROJECT SCENARIO 2 (PRELIMINARY TESTS)

Patrol ship in ice covered waters (brash ice)

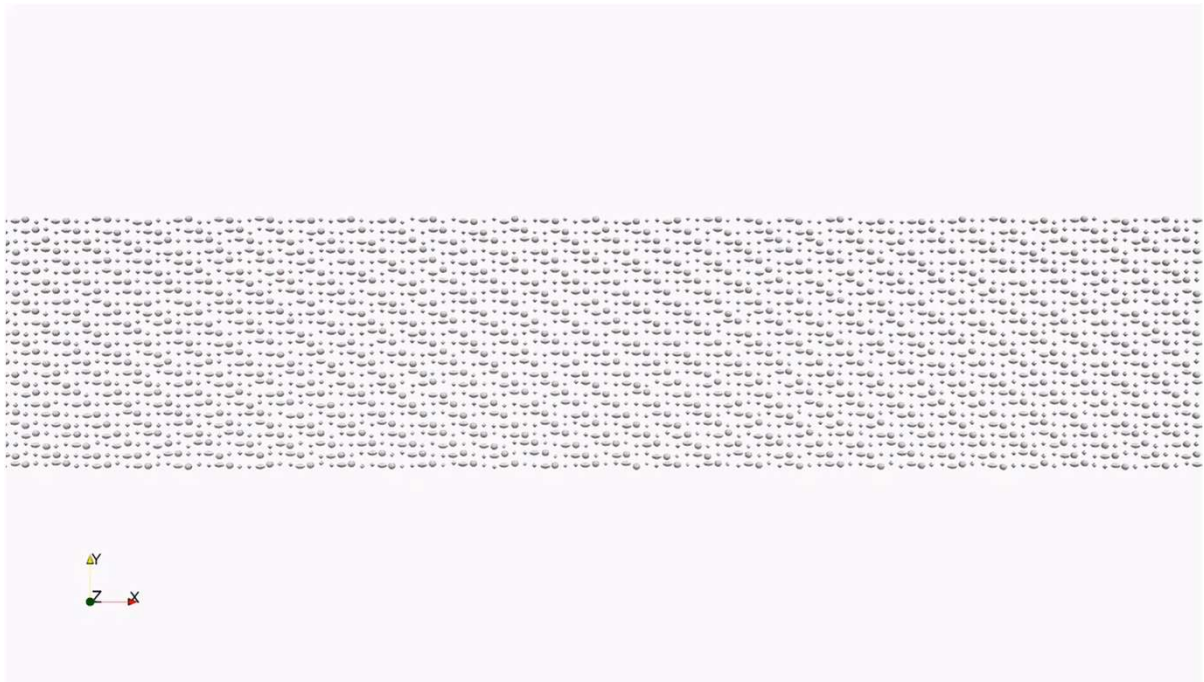
Patrol ship

- Length: 75.5 m / 79.8 m
- Draft: 4.0 m
- Beam: 12.6 m / 13.2 m
- Displacement: 1813 t
- Velocity: 8kn



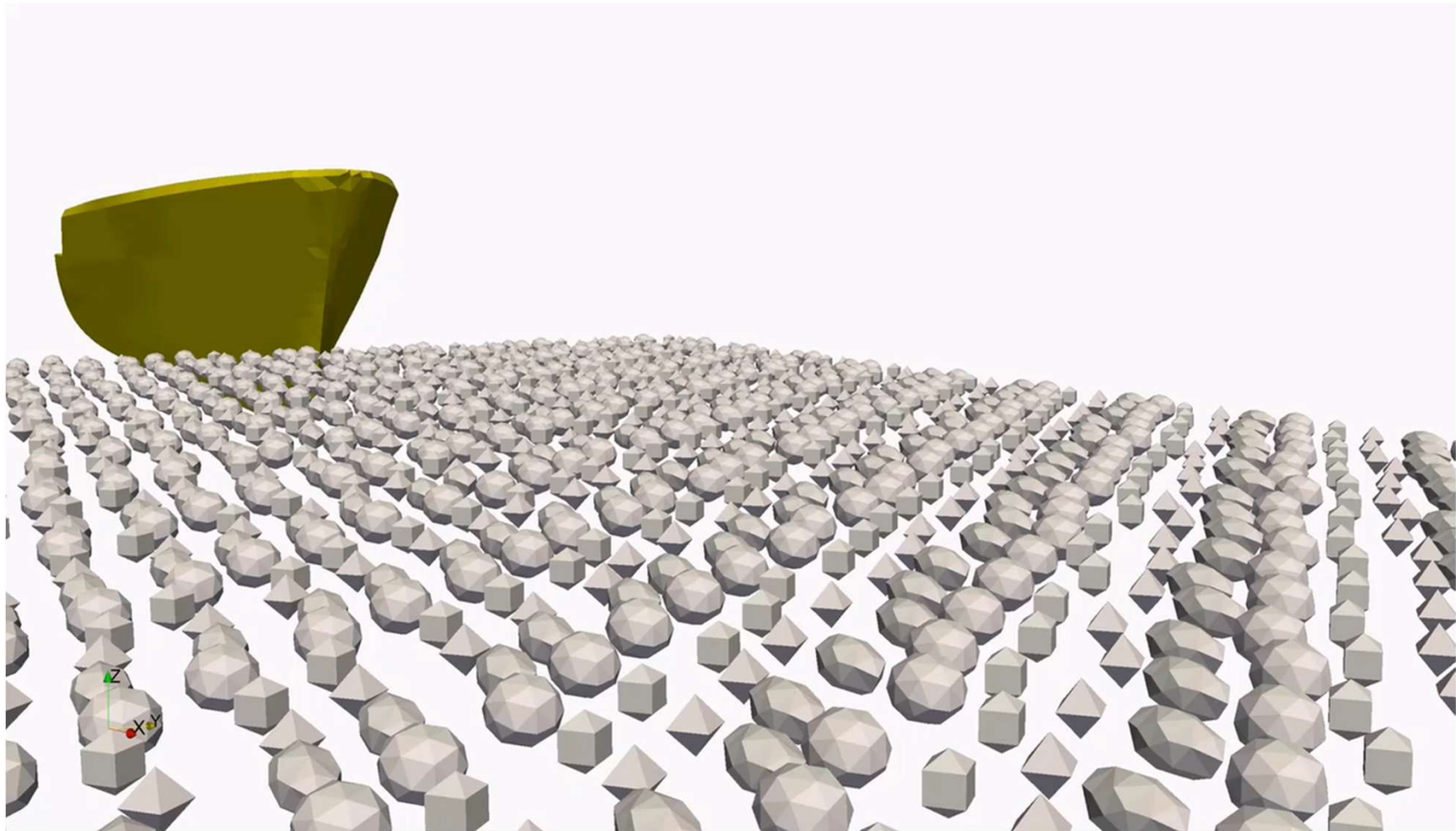
Ice covered waters

- Brash ice channel of 25 m wide
- Ice blocks of average size 0.5 m
- 300 x 25 ice blocks



CIMNE MARINE: NICE-SHIP PROJECT SCENARIO 2 (PRELIMINARY TESTS)

Patrol ship in ice covered waters (brash ice)



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CIMNE MARINE ON-GOING PROJECTS STM VALIDATION



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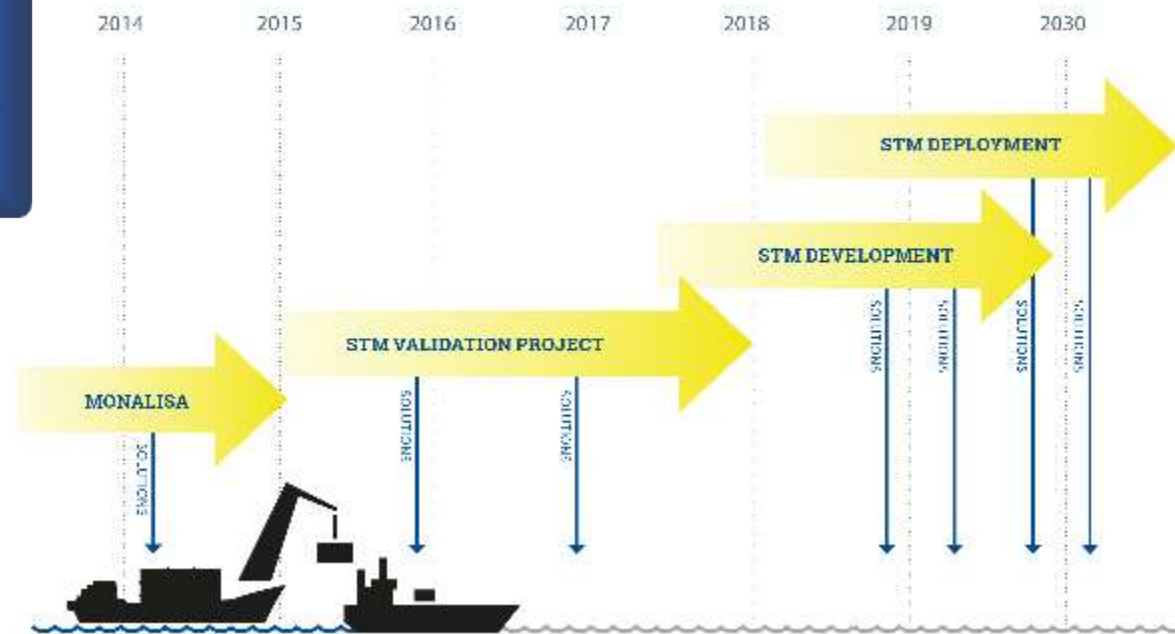
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STM past, present and future



- STM validation project is the second step in a long-term project aimed at developing and deployment of a Sea Traffic Management system connects and updates the maritime world in real time.
- STM-services allow personnel on-board and on shore to make decisions based on real-time information. These services enable more just-in-time arrivals, right steaming, reduced administrative burden and decreased risk related to human factors.
- Example of services are route optimization services, ship to ship route exchange, enhanced monitoring or port call synchronization.








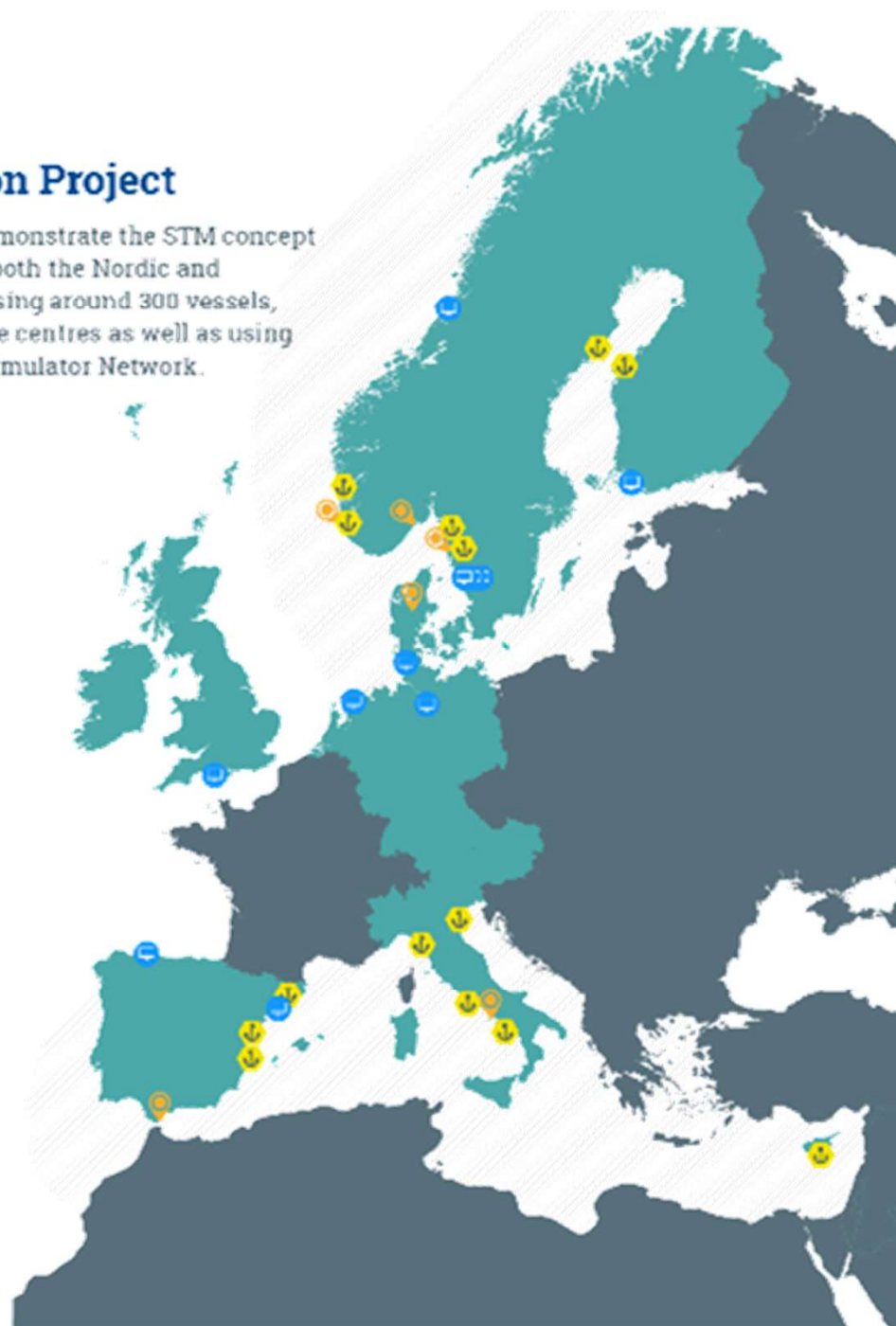
Co-financed by the European Union
Connecting Europe Facility



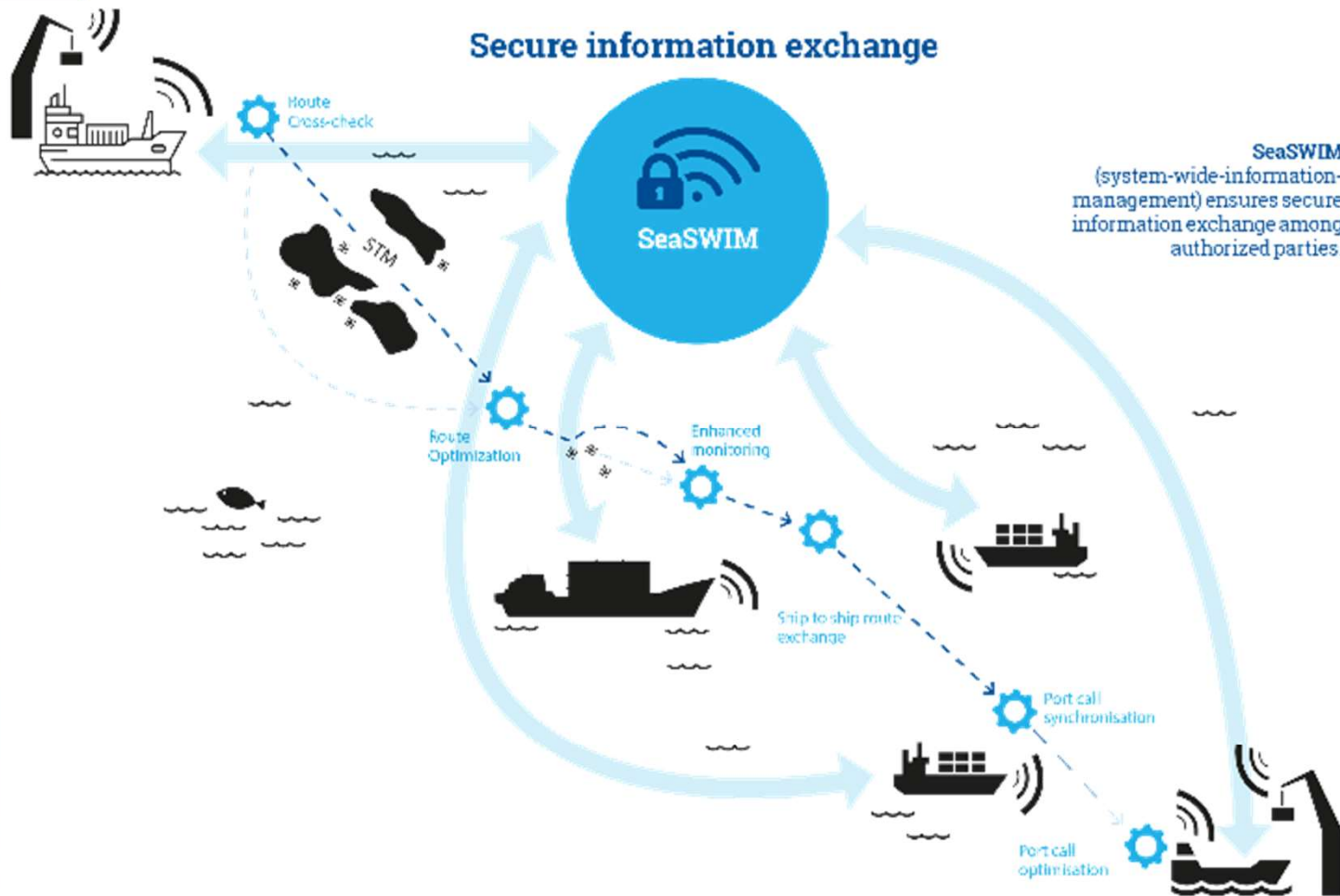
STM Validation Project

The STM Validation Project will demonstrate the STM concept in large-scale test beds in both the Nordic and Mediterranean Seas, encompassing around 300 vessels, 14 ports and 6 shore based service centres as well as using the European Maritime Simulator Network.

-  Simulation centre in European simulation network (EMSN)
-  Port CDM Port
-  Shore centre
-  Test bed for STM services
-  Country with project partner(s)



Co-financed by the European Union
Connecting Europe Facility



Co-financed by the European Union
Connecting Europe Facility



STM Validation Project



OVER 50 PARTNERS
INVOLVED



CO-FINANCED BY
THE EUROPEAN
UNION



43
MILLION EURO BUDGET



13 SIMULATION
CENTRES



13 COUNTRIES



RUNS FROM 2015
UNTIL THE END
OF 2018



6 SHORE CENTRES

300
TESTSHIPS IN NORDIC AND
MEDITERRANEAN
SEA



13 PORTS



SWEDISH MARITIME
ADMINISTRATION
COORDINATED BY
THE SWEDISH MARITIME ADMINISTRATION



Co-financed by the European Union
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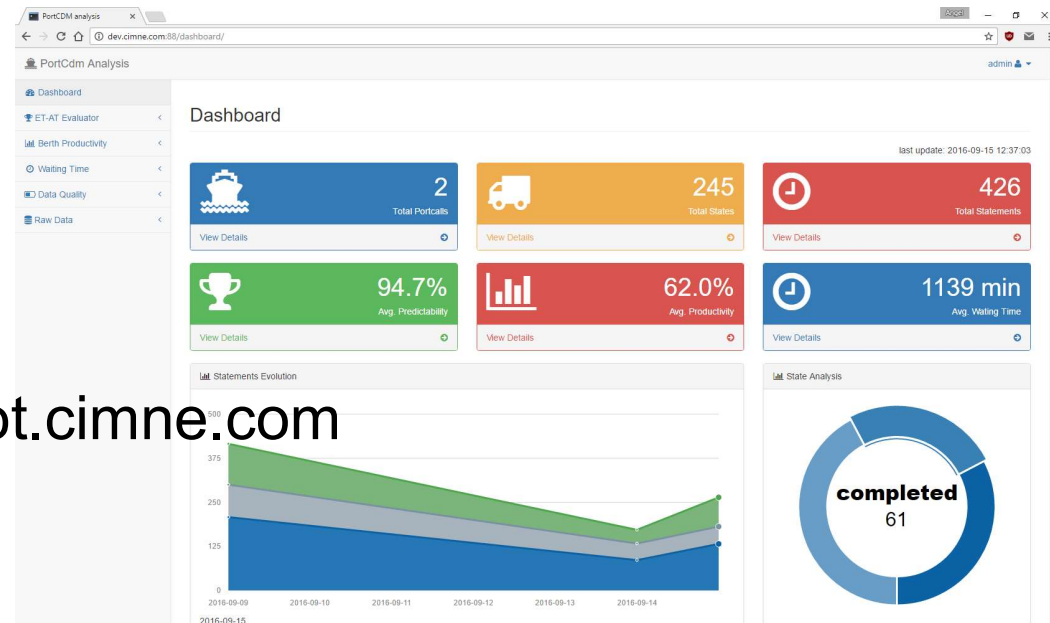


Port Collaborative Decision Making (PortCDM)

CIMNE has developed different analysis solutions for the PortCDM service. Tasks:

- To develop a solution for analysis of the data collected in PortCDM systems in order to validate the concept.
- The PortCDM concept has been translated into key performance indicator (KPIs) to enable PortCDM to be measured.
- The quantitative data collected on the systems currently deployed at ports has been used to calculate the KPIs.

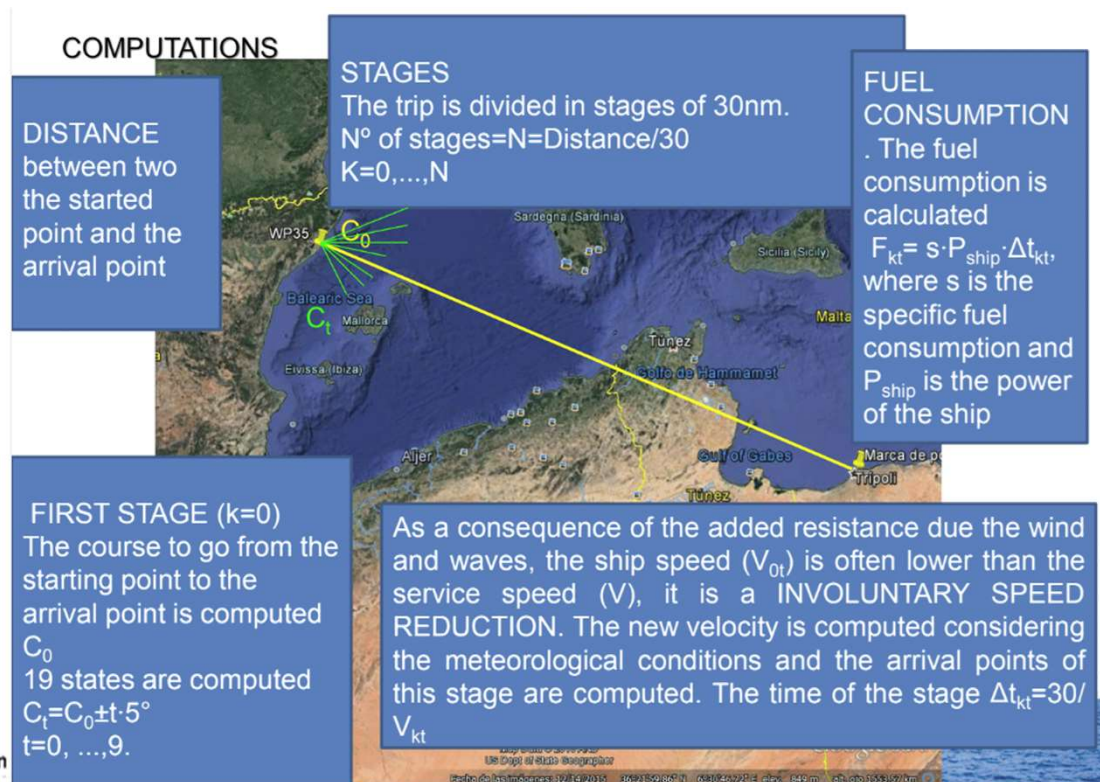
<http://pcdmgot.cimne.com>





Route Optimization Service (ROS)

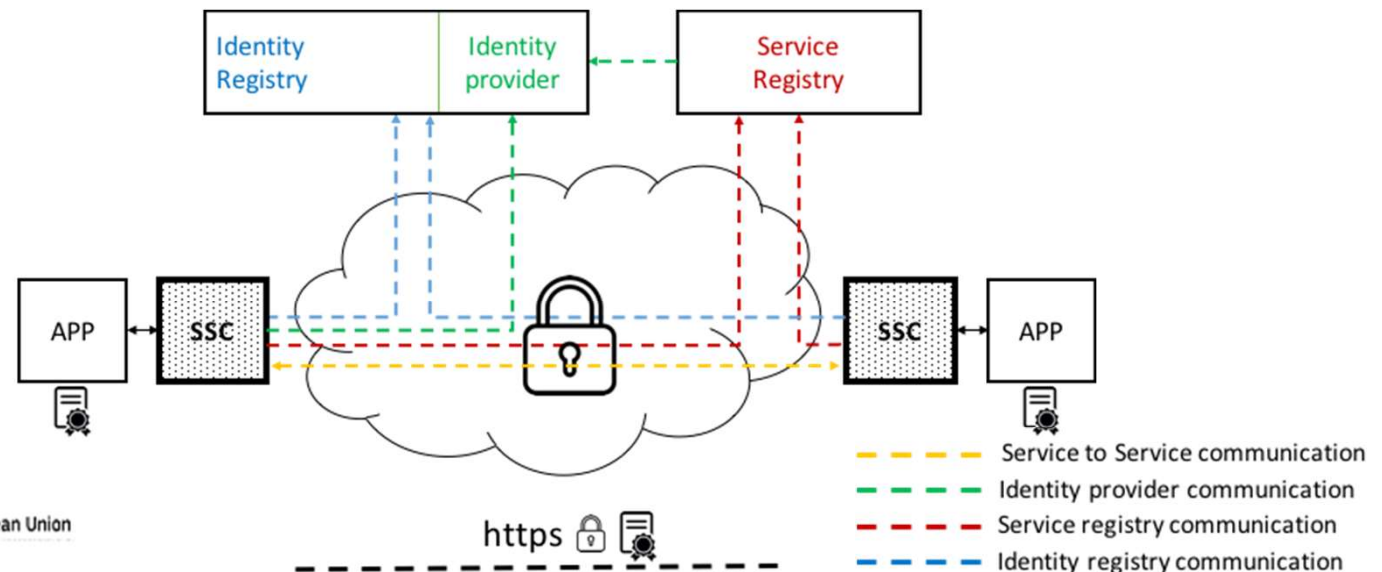
CIMNE has developed the ROS. It evaluates the best route considering: weather forecast/surface currents (speed reduction and IMO safety guidelines), fuel consumption, traffic congestion (statistical prediction), no-go areas (protected, draft restrictions, ...), conflicts with other ships routes etc.





Sea System Wide Information Management (SeaSWIM)

- SeaSWIM is a set of open industry standards and best practices, providing an environment where different services can interoperate over organizational boundaries.
- CIMNE has worked in the implementation of the SeaSWIM Connector (SSC); an interface to reach STM and its connected actors and services.
- SSC take in account the communication flow between the core services of the SeaSWIM (identity registry and identity provider, service registry) and the rest of application services deployed in the infrastructure.
- SSC functionalities help the use of safe communication channels and authentication standards implementing the general requirements of the STM infrastructure.



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CIMNE MARINE ON-GOING PROJECTS FIBRESHIP



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A

The main objective of the FIBRESHIP project (2017-2020) is to enable the building of the complete hull and superstructure of large-length seagoing and inland ships in FRP materials. In order to achieve this objective, the project will audit innovative FRP materials, elaborate new design and production guidelines, generate efficient inspection methodologies and develop new analysis tools.

B



30%

Fuel Reduction (10-15%)

Lower Greenhouse gas emissions

Better Stability/Safety

Increase cargo capacity (12%)

Underwater Noise Reduction



Reduced maintenance & life cycle costs (30%)

Immune to corrosion

Continuous Structural Health Monitoring (safety)

Aesthetic improvements

Recycling rate (up to 75%)



Project development will focus in three vessel categories that have been targeted as the most promising for the final project market orientation

CATEGORY I Light Commercial Vessels



Representative
Container Vessel

- RoRo vessel
- Car Carrier
- Multi-purpose
- Freezer Vessel
- LNG
- Wood Transportation
-

COMPASS
www.compassis.com



CATEGORY II Passengers transportation & Leisure



Representative
ROPAX

- Ferries
- Passenger vessel
- Megayacht
-

SOERMAR S.A.



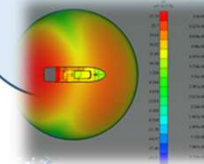
CATEGORY III Special Services

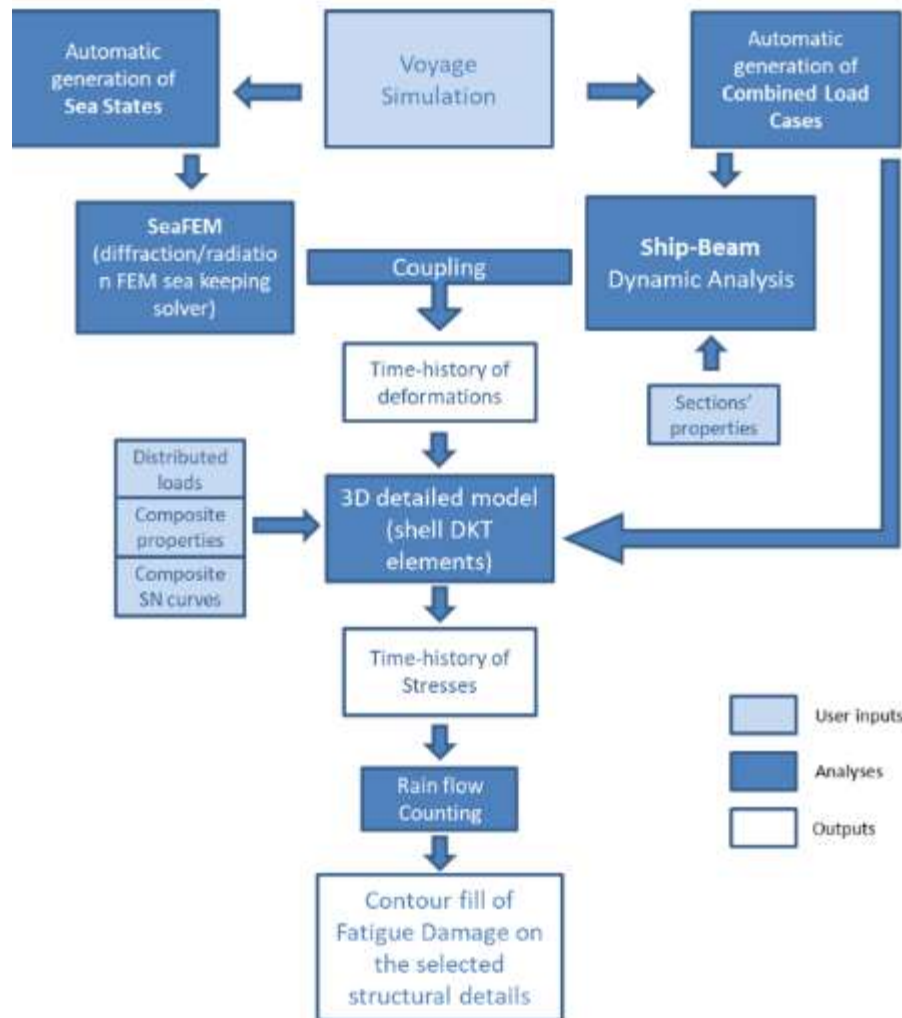


Representative
Fishing Research Vessel

- Fishing vessel
- Seismic Vessel
- Supply vessel
- Rescue vessel
-

Tsi





Development of a coupled Seakeeping-FEA analysis tool (structural health monitoring)

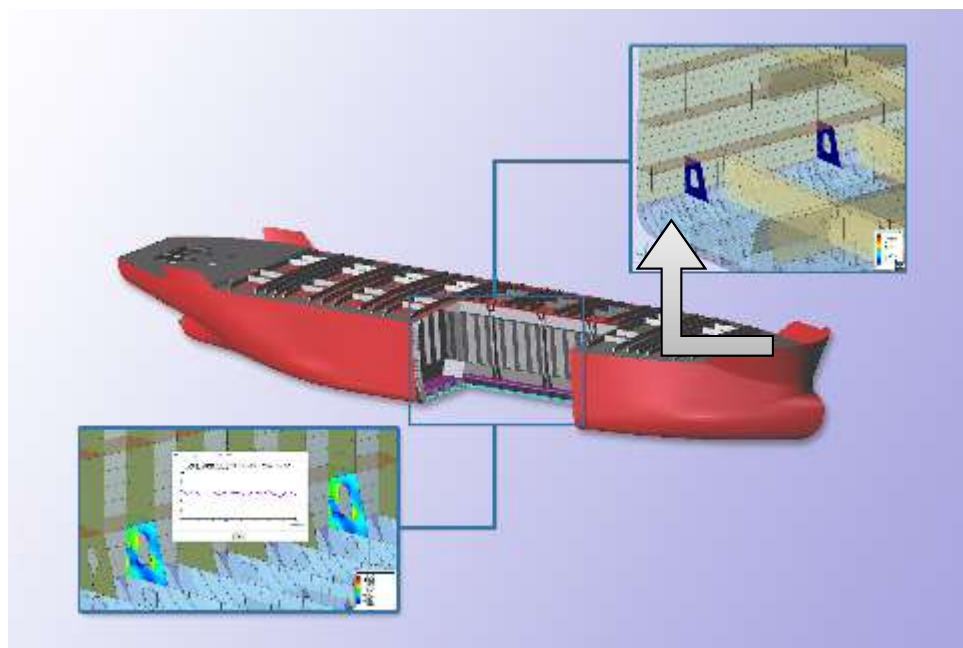
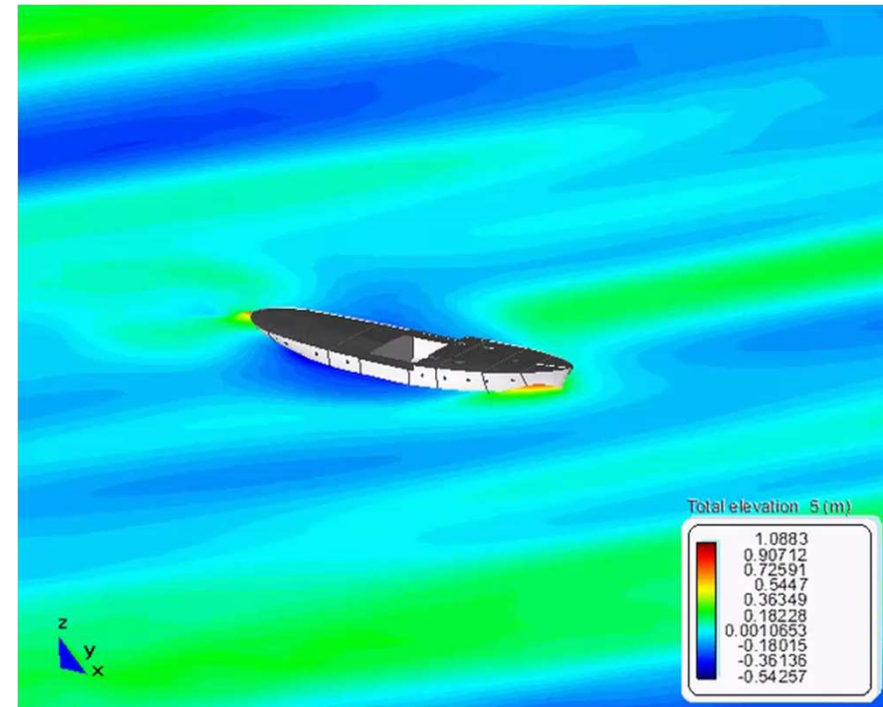
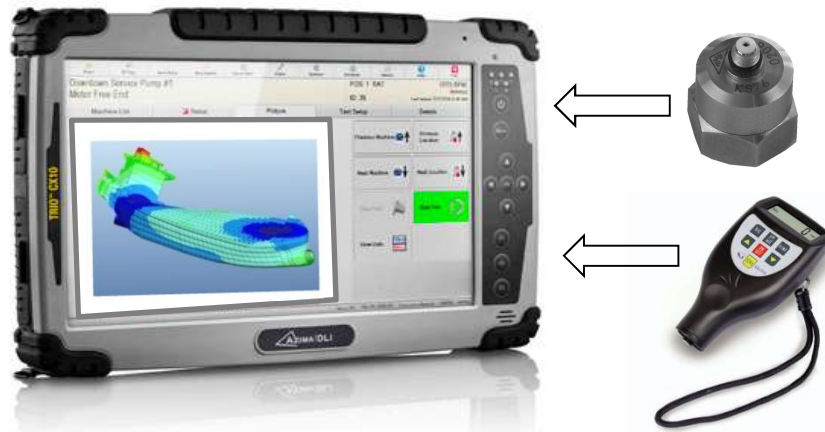
- **Hull girder model:** Simple 3D dynamic beam coupled with FEM seakeeping solver. It allows to analyse quickly long time series of the coupled problem.
- **3D detailed model:** Complete 3D FEM model (fatigue) uses the information obtained from the hull girder model to generate boundary conditions for the local detailed analysis of the ship structure. Fatigue model evaluates damage by obtaining the quasi-static stiffness at discrete cycle intervals.
- **IFEM model:** Structural Health monitoring + Topology-based optimization tool.

FIBRESHIP3

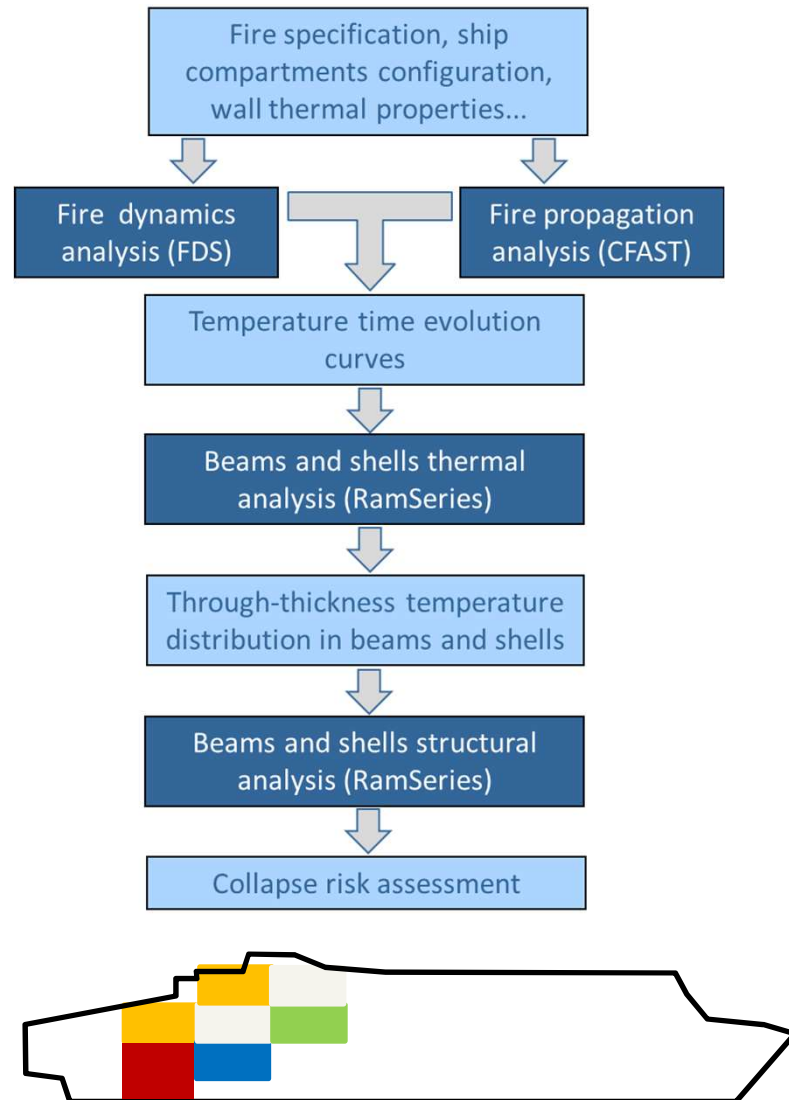
INTEGRAL COMPOSITE SHIP



This project has received funding from European Union's Horizon 2020 research and innovation programme under grant agreement N° 723360



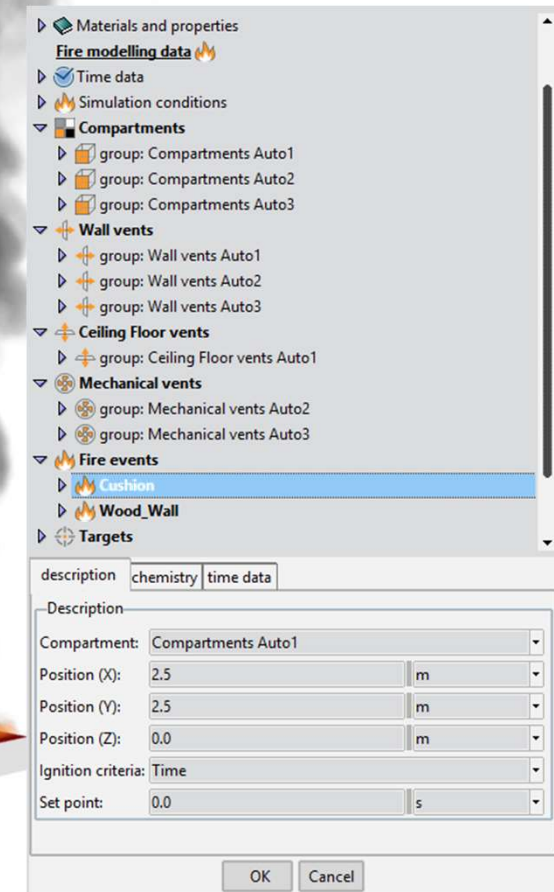
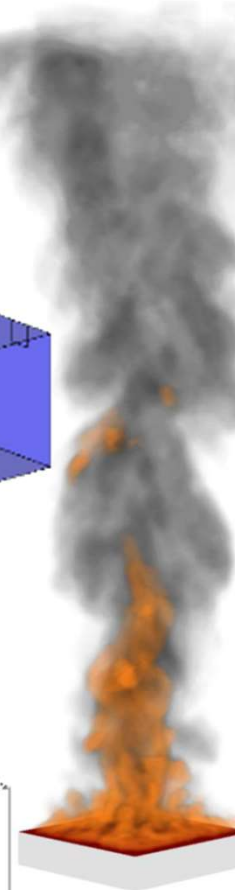
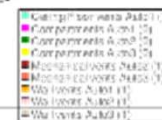
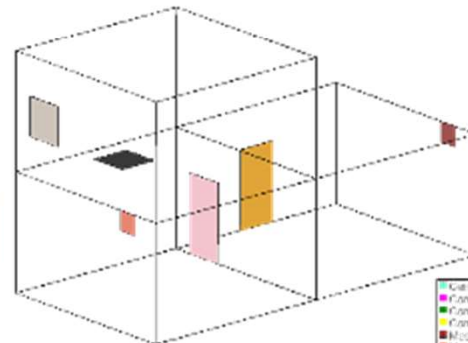
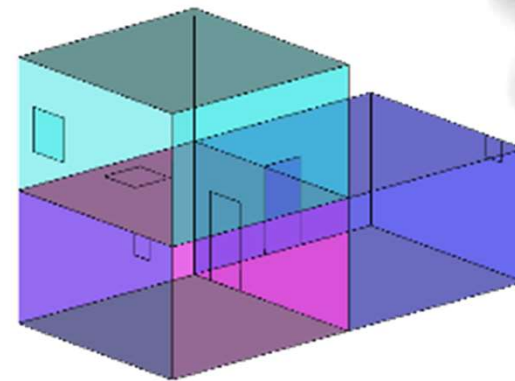
IFEM model: Structural Health monitoring + Topology-based optimization tool: Find the damage pattern that matches the vibration modes (local and global) monitored in different selected areas of the ship.



Development of thermo-mechanical behaviour analysis and collapse assessment tools for laminated composite structures

Fire dynamics analysis. Local analysis of a fire scenario will be modelled using a CFD model thus providing detailed information on fire development and local structure degradation (coupling with FEM model + pyrolysis model)

Fire propagation analysis. Fire propagation scenarios (involving a number of compartments) will be modelled with a zone fire model to simulate the fire propagation and evaluate the global collapse of the structure (coupling with FEM model + pyrolysis model)



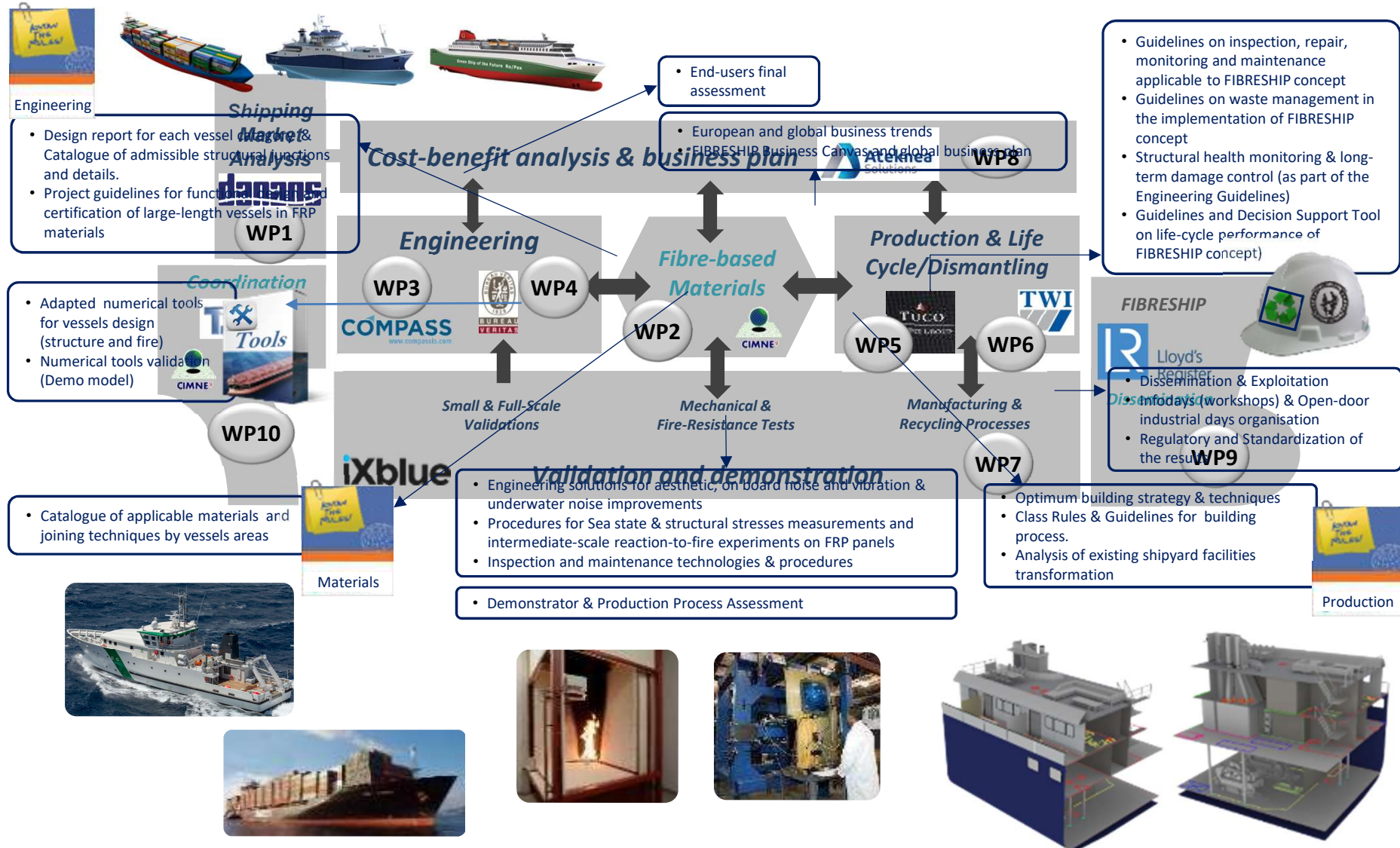
Left: preliminary test on intumescent coatings. **Right:** development of the fire dynamics simulation and collapse analysis tool

FIBRESHIP3

INTEGRAL COMPOSITE SHIP



This project has received funding from European Union's Horizon 2020 research and innovation programme under grant agreement N° 723360



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